



TO: ALL TRIUMPH DEALERS - WESTERN ZONE

DEPT: SERVICE DEPARTMENT

BULLETIN T-65-41

SUBJECT: REAR WHEEL ALIGNMENT
TRIUMPH 2000 AND TR-4A
I.R.S. MODELS

DATE: SEPTEMBER 30. 1965

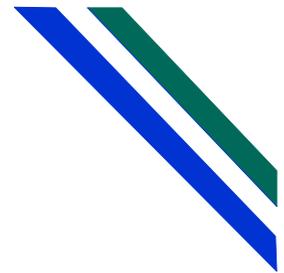
When investigating complaints of excessive tire wear and/or alleged crabbing on the above models, the rear wheel alignment, i.e., the front to rear tracking may be carried out without recourse to expensive special equipment by adopting the following procedure. Where specialized equipment may be available the instructions on pages 4.204 through 4.212 would be found useful. (shop manual)

NOTE: Customer reports of alleged misalignment must not be confused with normal difference in track width between front and rear road wheels. Such an illusion may be formed when a narrower rear track model is viewed from the rear, i.e., by a following motorist.

Illustrations, Nos. 4 and 5, detail measurements for making up separate tracking boards for the above models. The two separate boards may be combined if desired by dimensioning both straight edges of one board, i.e., back to back.

PROCEDURE FOR OTHER THAN SPECIAL EQUIPMENT

1. Set front wheel track to parallel by adjusting tie rods equal amounts. Slacken off gaiter clips to prevent damage to gaiters when turning tie-rods.
2. Set rear wheel track to parallel by adding or subtracting shims from between trailing arm and cross-member.
3. Place car on a ramp and ensure front wheels are in a true straight-ahead position. This can be achieved by ensuring that the measurement "B" from each outer tie-rod ball joint stem to the center hole "A" in the front cross member are equal. Illustration 1.



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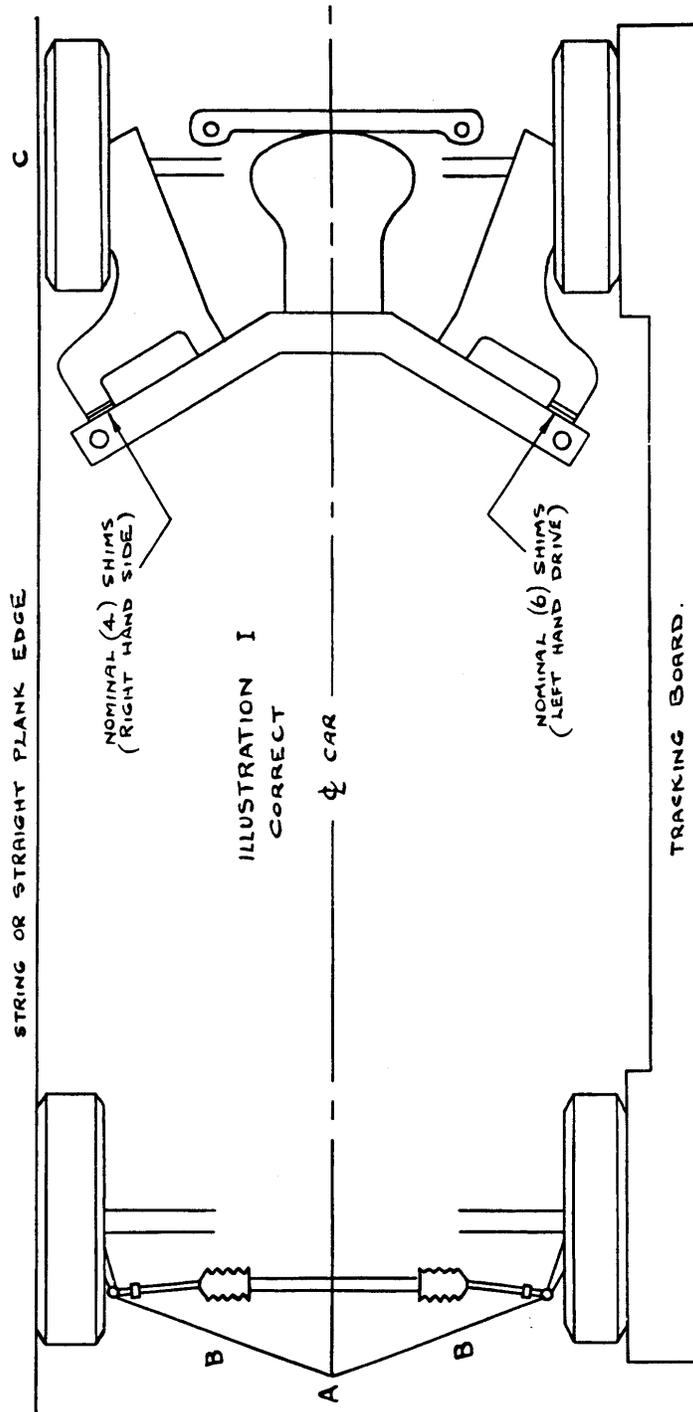
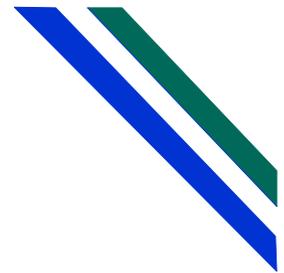
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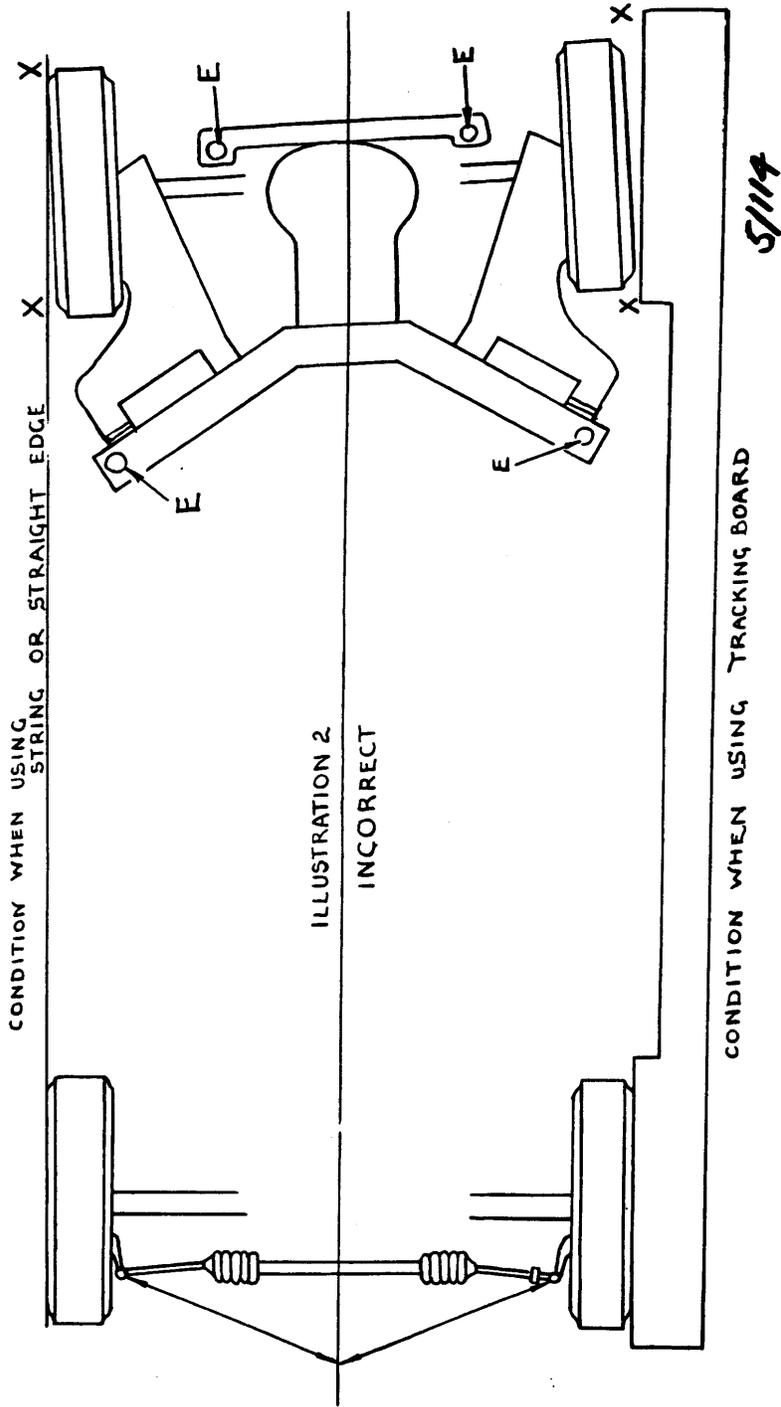
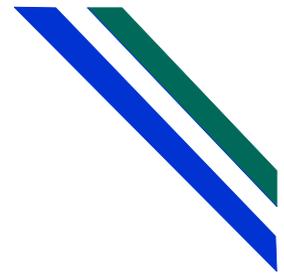
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4. Apply tracking board, string or straight edge against front tire walls and if the geometry is correct the position shown in illustration 1 will be apparent. (The illustration shows use of tracking board or straight edge.)

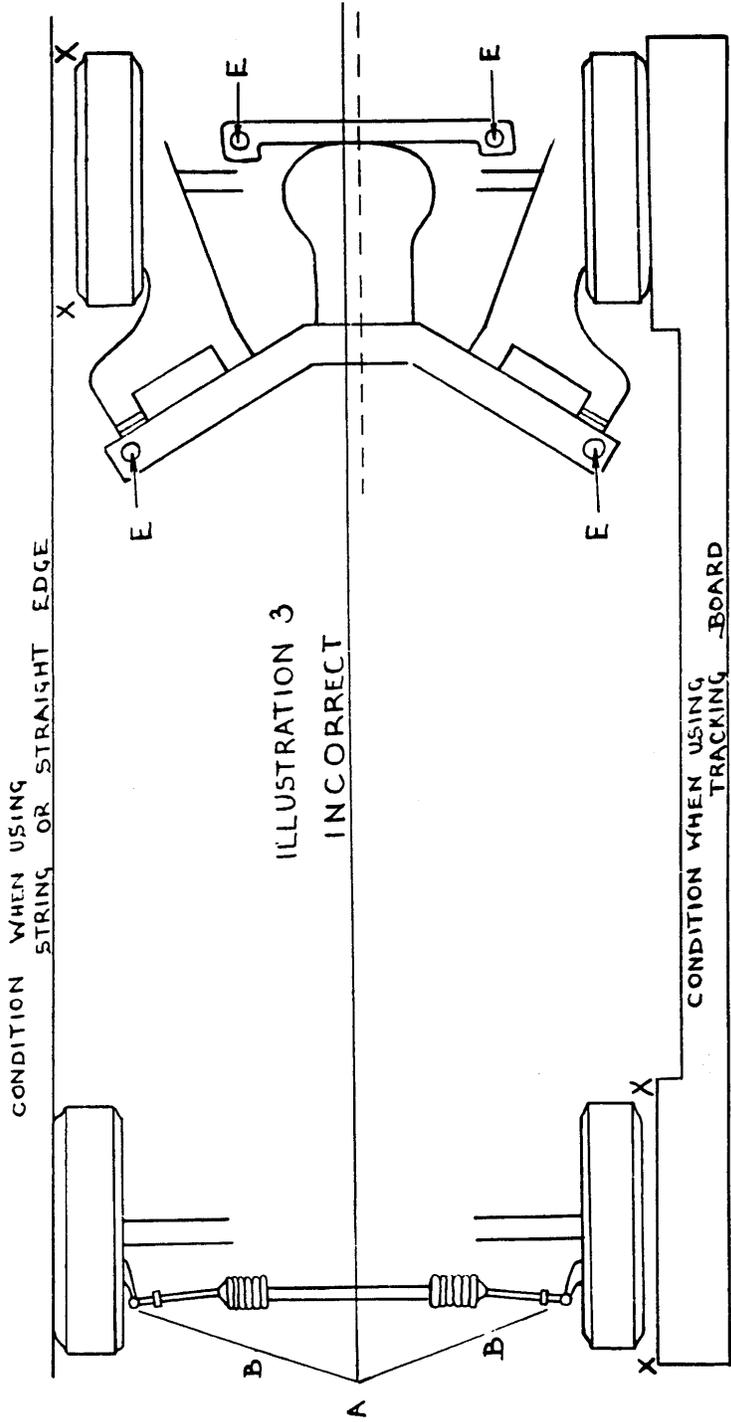
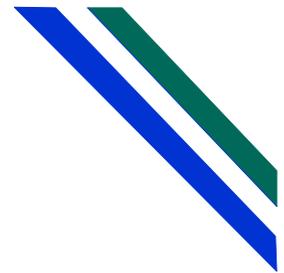
When using string or straight edge, half the difference in rear wheel track must be taken into account at point "C" which will be approximately equal at both rear wheels.

5. To allow for possible discrepancy in tire wall truth, 2nd and 3rd straight edge checks should be taken at 120 degree radical points about the tire, which positions should be achieved by rolling the car backwards and forwards from its first check position.
6. If misalignment, as shown exaggerated at points "X" in illustrations 2 and 3 is evident, the four attachment points of the rear sub-frame unit "E" must be slackened off and the sub-frame pivoted or moved sideways about these points until the correct condition is obtained. During this operation, the weight of the car should be taken off the rear suspension by means of jacks under the two rear jacking points on the body.
7. The front and rear wheel track setting may be left in the parallel condition.

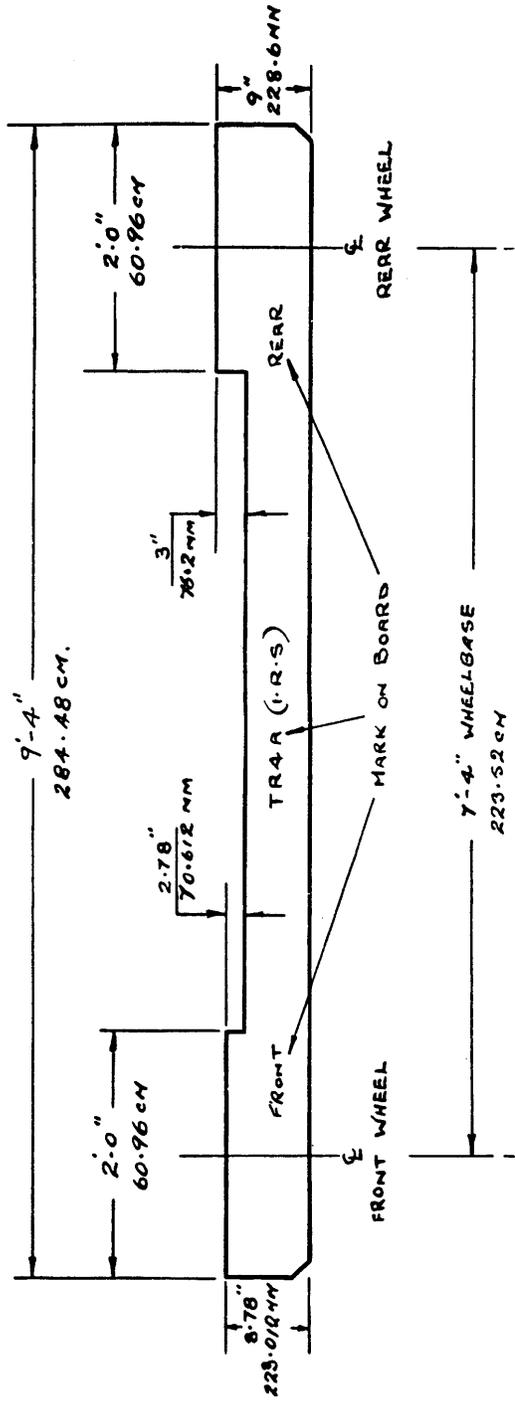
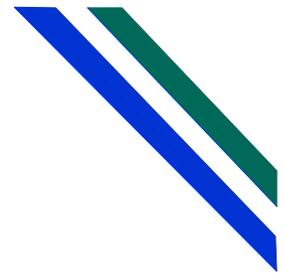


5/11A





5/119



5/114

MATERIAL 1" (25.4 MM) HARDWOOD.

ILLUSTRATION 4

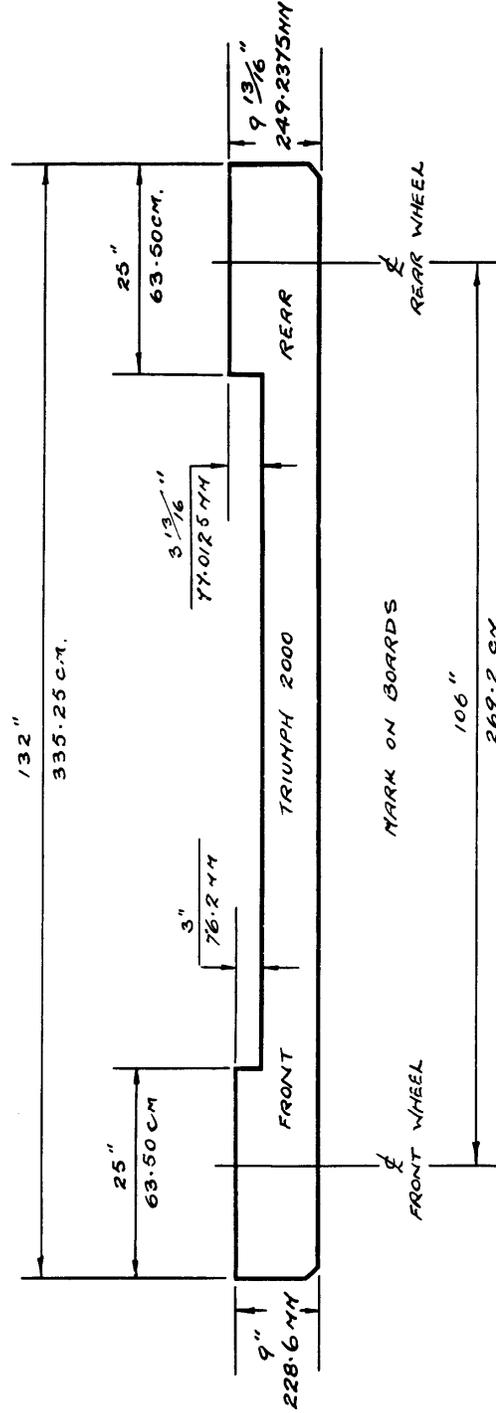
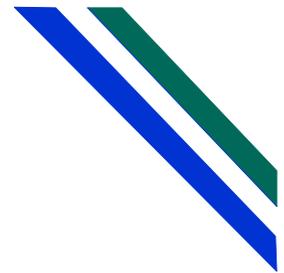


ILLUSTRATION 6

MATERIAL 1" (25.4 MM) HARDWOOD